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CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT

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COUNTRY

Germany (Soviet Zone)

DATE DISTR. 5 Jul 1952

SUBJECT

## Strengthening of Bridges and Storage of Railroad Equipment

NO. OF PAGES 2

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)

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THIS IS UNEVALUATED INFORMATION

SOURCE

1. I have never heard about a definite program for the expansion and the strengthening of bridges in the Soviet Zone of Germany or in the Satellite States. I remember, however, an order

It came from the administration and contained an order for the manufacture of the following bridge bearings ("Podushki or Oproy" in Russian; "Kippzapfen" in German):

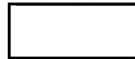
- (a) 36 bearings for the maximum load capacity of 40 tons  
(b) 80 bearings for the maximum load capacity of 80 tons.

2. The order said that the manufacture of these bearings was to start at the beginning of March 1952 and that the necessary quantity of cast steel (stalinoye lit'e) was to be secured immediately. The steel was ordered from some German firm in the neighborhood of Leipzig, but I do not know the exact name or location. [redacted] at the beginning [redacted] some semifinished steel bridge blocks for 80-ton load capacity arrived at the [redacted] These blocks were about 400 mm long, with a diameter of about 300 mm. I believe that the capacity of bearings which were ordered is considerably higher than the average load capacity of the German bridges as I know them. While I never knew the exact

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destination of the bearings [redacted]  
 I would not exclude the possibility that some program for the  
 strengthening of bridges in Germany really exists.

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3. I can give the following indications concerning the shortages in  
 equipment for the rail system in the Soviet Zone of Germany as of  
 [redacted]

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- (a) At that time, there was a considerable shortage of freight  
 cars in Eastern Germany, especially of normal 10-ton covered  
 vans and four-axle metal flat-cars of 38-40 tons capacity.  
 Every Soviet Zone agency which normally used freight cars  
 was assigned a definite quota which was usually insufficient.  
 I remember that the transport of some materials manufactured  
 [redacted] under great pressure was delayed for several  
 days or even a week because of the scarcity of freight cars.  
 I also remember a case when semifinished steel products  
 manufactured [redacted] by a German firm near Leipzig  
 were delayed for about three months. They were shipped by  
 the firm at the beginning of December 1951 and arrived in  
 [redacted] 2 Mar 52.

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- (b) Even Soviet agencies had to wait several days for the arrival  
 of their allotted freight cars. Moreover, they usually  
 arrived either Saturday afternoon or Sunday when no German  
 labor was available in spite of the fact that the fine for  
 letting freight cars stand idle was imposed. I do not know  
 whether this was a form of sabotage on the part of Soviet  
 Zone Germans or not.

- (c) I do not know whether there was a shortage of locomotives.  
 All I can say is that it was usual for most of the goods  
 manufactured [redacted] and loaded on freight cars to stand  
 for several days [redacted] the marshalling  
 yard of the railroad station [redacted] near Leipzig, before being  
 actually moved.

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